

THE WEEKLY CALEDONIAN

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ST. JOHNSBURY, VERMONT, WEDNESDAY, JUNE 11, 1919

83rd YEAR—NUMBER 1360

FRED MOORE DIES SUDDENLY WHILE ON A FISHING TRIP

Was Feeling Well As Usual
and Enjoying The Trip
in the Forest

WAS ON A 3 MILE WALK

Well Known and Highly Respected
Citizen and a Prominent
Mason

The startling news was received this morning of the death yesterday afternoon of Fred G. Moore, who with his family went to Danville, P. Q., on a vacation.

Mr. Moore went on a fishing trip with his brother-in-law and had walked about three miles to a point where they expected to meet an auto. The car not being there Mr. Moore said, "let's walk on," and they started, going about one-half mile when he dropped dead. The body will be brought here this afternoon.

Mr. Moore has been a resident of St. Johnsbury nearly all his life and is a highly respected citizen. He was prominent in Masonic circles, being secretary of Haswell Royal Arch Chapter at the time of his death.

He is survived by his wife, and one daughter, Mrs. Thomas Burroughs, also two brothers, Herbert T. Moore, proprietor of the St. Johnsbury House, and Harry Moore, and leaves a host of friends who are saddened by his death.

CAPT. HENRY KYBURG HOME

New York City Man, Grandson of Henry G. Ely, Won Distinguished Service Cross

Capt. Henry Kyburg, son of Mr. and Mrs. George Kyburg of 70 Randolph street landed yesterday in New York city on the transport Troy. His father and mother had been notified of his arrival by radiogram and were on hand to meet him. This officer left Yale university as a senior in the college ambulance unit. Arriving in France in May, 1917, he served for two months with the unit. Then he enlisted in the 28th infantry, 1st division.

Capt. Kyburg was wounded in the battle of Cantigny. At that time he was holding the rank of 1st lieutenant. After two months in the hospital he was returned to the division with his present rank of captain. In October, 1918, in the Argonne offensive this officer was cited for unusual bravery in action and recommended for the distinguished service cross. He came down with influenza soon after this and was in the hospital until after the armistice. He later rejoined the 28th, however, and was with that regiment in the army of occupation until his return to this country.

Capt. Henry Kyburg is a grandson of Mr. and Mrs. Henry G. Ely. He has passed many of his vacations here and will be pleasantly remembered by many who will be glad to know of his safe return home and distinguished service overseas.

FORD AUTOMOBILE FOUND AFTER THEFT

James Newton's Ford was taken at Sudbury Tuesday night and was found Wednesday morning some distance away and with the gasoline in the tank low, indicating that a stolen joy ride was indulged in at Mr. Newton's expense.

Right Kind of Prohibition

Charles M. Schwab, the steel magnate, wants prohibition enforced on a basis which would make the wine cellars disgorge their hoarded stocks of good cheer. As he sees it, the rich men of the country should not be allowed to store their cellars with wines and whiskeys enough for the rest of their lives, while other people, who haven't the money, must do without it. The idea may be a good one but might be harder to enforce than prohibition has been so far.—Bellows Falls Times.

MOTOR AMBULANCE

Telephone 277-M

New up-to-date, easy riding. Calls from a distance at reasonable rates. St. Johnsbury Vt.

C. A. Calderwood, Inc.

CALEDONIAN'S NEW MANAGER

Boston Newspaper Man Acquires Sizeable Interest in The Local Paper

Because of the constantly increasing demands of magazine and book work upon his time, the present publisher of The Evening Caledonian, disposes this week of the major interest in the publication or the corporation owning it, to Herbert A. Smith, a practical newspaperman of Boston. Mr. Smith will move his family to St. Johnsbury during the coming fortnight and enter upon his new duties Monday, July 2.

The present publisher had been back from the Far East for a short time only when it became evident that it was going to be impossible for him to attend properly to his magazine and book work and find the time to attend to the multitudinous details of a daily newspaper also. For several weeks he endeavored to find a competent manager to run the property for him. Failing in this, he accepted Mr. Smith's offer to purchase his holdings in the paper.

Mr. Smith is a practical newspaperman who has held several responsible positions in the New England publishing field, receiving most of his training on the Worcester Telegram and afterward on The Boston Herald. His purchase of this interest in the local paper was due to his desire to get out of city journalism and back to a smaller town. He is about 35 years old, is married, and has one small child.

After July 2, Mr. Pelley's connection with the paper will be largely in an advisory capacity. He will be an officer in the publishing company, and contribute to the editorial page. The entire business management, however, will be assumed by Mr. Smith, that Mr. Pelley may give his whole time to magazine and book work. The arrangement is a happy one, as it assures the time and attention of a manager to his paper eight hours a day for every day in the year, with corresponding benefit to the property and its promotion, something which Mr. Pelley could not give, and yet does not disassociate the latter entirely from the newspaper.

Mr. Pelley cut his trip short around the world last year because of the difficulties which the home paper was encountering in his absence, breaking his contract with the syndicate which sent him on the trip, to return. His New York people are expecting him to return the last of the present year, and finish his work. But by the time he goes away again he expects that the new publisher will have the business well in hand and better arrangements made all around than when he was effected in the short time which the present publisher had at his disposal before going away last year. After the publication of his novel "The Greater Glory" in September, Mr. Pelley expects to leave around the first of October for Europe, the Holy Land, northern Africa, Persia and India. He will go alone this time, Mr. Pelley and family remaining here at the home on South Main street and looking after her husband's interests during his absence.

No radical changes are to be made in The Caledonian with Mr. Smith's management. He will simply give the property his undivided "time and attention" and endeavor to build it up into one of the most profitable dailies in the state. His training has been largely in the business end of a newspaper and with the start which The Caledonian has had since the first of the year, he will doubtless accomplish this purpose. Practically the same staff will be retained as at present and the financial standing of the publishing company greatly strengthened by Mr. Smith's purchase.

VERMONT NEWS

Sudden Death of Prominent Business Man

Charles Sumner Lord, one of the most prominent business men of Vermont and a resident of Winooski dropped dead at the office of the Burlington Flouring Co. at noon Friday. The deceased was manager of the Burlington Flouring Company and engaged in duties at the office of the company at the time of his sudden death. Physicians Hill and Heath were summoned, but life was extinct when they arrived on the scene. The body was removed to his home, corner of Main and Maple streets, Winooski.

Charles Sumner Lord was born in Waterbury, 56 years ago and at the age of 17 years came to this city where he entered the employ of the Kennedy Mills, the owner of mills being his uncle.

He had many responsible positions and later went with the American Woolen Company and the later years of his life were spent in the active conduct of the Burlington Flouring Co.

At the time of his death he was president of the Perfection Overgaiting Co., and the Burlington Flouring Co., and also the treasurer of the National Paper Tube and Box Co. of this city.

The deceased was a lifelong Methodist and was chairman of the New Building Commission having been particularly active in church affairs.

SPLENDID WORK BY A. E. F. IN FRANCE

Letter from Donald A. Theodor, from Dakota Is Interesting Reading

Dear All:
The great base depot at Montoir, located approximately three miles from the docks at St. Nazaire, were next in the program. Here we boarded American flat cars with improvised benches and were pushed by a great American engine, first out over 5,000 feet of track to the berth dock, American built, located a considerable distance out into the Loire river. Returning, we were given an opportunity to view the terminal facilities and then taken to the site of four large Ordinance warehouses, each 240 by 500 feet. These we went through, passing between piles of equipment and supplies piled row high. From the Ordinance warehouses the cars took us down between sections two and three of the four sections into which the project is divided. We passed row after row of corrugated iron colored warehouses, each averaging 50 by 500 feet, filled with stores of all kinds.

April 27th
We left St. Nazaire at 6.00 p. m. after having had about an hour and a half to inspect the city. Our train passed through Nantes about 8.00. Here the main line track parallels the principal street and the Seine river and we had the opportunity to this gain quite an impression of this city without leaving the train.

Bordeaux, the American-built docks at Bassens, embarkation camp, and the immense storage depot at St. Sulpice about six miles from Bassens docks with which it is connected with an American third track were the high spots that we hit on our journey today.

Leaving the train at the station at about 8.30 we walked to the Base Post Office where all mail, incoming and outgoing through the base, is handled. This, of course, includes mail for a large proportion of the A. E. F. resulting in a large establishment. Trucks then carried us to the embarkation camp where we went through the "mill" which is the term here applied to the delousing station. Troops about to embark first enter a large building where their equipment is inspected and orders for new clothing issued, if necessary. Next they enter a long building filing past a battery of typewriters where their records are put in shape. The third stage brings them to a large room divided into stalls. Here they undress and place their clothes and other belongings that they intend to carry back upon a central rack. The racks are pushed in to a chamber where a temperature of 150 degrees is maintained while the troops pass to the showers, to the medical examiners, and to a stock room where new underwear, socks, and other needed articles of clothing are given them, and finally enter a room the duplicate of that in which they undressed on the opposite side of the heat chamber, in which the rack containing their clothes is pushed. They dress and are then ready for the boat.

When American engineers told the French authorities of the magnitude of the dock they proposed to construct it would take years to construct it. American initiative, ingenuity, and "stick-to-it-iveness" had ships discharging cargo at the docks in little more than six months. The American dock is 4,100 feet long, and is equipped with 40 electric cranes, which span three tracks, permitting the cargo to be discharged from the hold directly into cars run beneath the cranes. Eight warehouses for classification purposes were built on the dock. While considerable cargo is being received and some materials, such as guns for trophies and historical purposes are being returned to the United States the dock is at present largely being used for embarkation purposes. Troops were going aboard several of the ships there today. The dock is particularly adapted for the evacuation of wounded as hospital trains can roll right up to the ships side.

Our train had, during our wandering of the morning, been transferred to the docks and we boarded it there and started for St. Sulpice, stopping for a few moments to inspect the great refrigerating plant at the head of the Bassens yards.

At St. Sulpice, similar accommodations as those at Montoir were provided, and we were quickly transported to the depot area which boasts 108 warehouses and 110 miles of track, engine terminal, large camp and numerous facilities.

The inspection of St. Sulpice occupied but a short time and we returned to Bordeaux at 3.00 p. m. and spent a couple of hours or more looking over this, the third largest city in France.

So much has been crowded into three days. There are many, many things that I have omitted, but as I said at the outset, I can hope to give you but the merest outline of the things that we cover. There is one

STATE PROBATION WORK FLOURISHING

W. H. Jeffrey Gives Interesting Talk on Activities at Brattleboro

Speaking recently in Brattleboro W. H. Jeffrey of the state board of charities and probation said that the board receives annually more than 500 persons as parolees and probationers, and here the speaker explained the difference between the two classes and said that at the present time the board has 411 probationers, who have been found guilty of nearly every crime known to our statutes, and 206 who have been released from prisons as parolees, making a total of 617 persons turned over to the board instead of being continued in confinement in prisons, while there are less than 200 persons in the two penal institutions. Included in this number are those committing every form of offense from operating an automobile without a license to murder in the first degree. There are 15 for forgery, 49 for burglary, 40 for non-support, 92 for larceny, 11 for assault, 52 for breach of peace, six for assault with intent to kill, 12 for manslaughter, nine for murder in the second degree, and two for murder in the first degree. The work of the board has been so successful that the last legislature authorized the sale of the house of correction.

Mr. Jeffrey said that if the 617 persons under the care of the board had continued their court sentences in the house of correction of the state prison they would have cost the state, in addition to their earning power in prison, more than \$1,300 a week, or \$64,000 annually and that during the past 12 months they paid into the department for restitution, fines, costs and support, more than \$8,000 and in addition have maintained their families. The average weekly wage earned by the probationers and parolees amounts to nearly \$10,000 or more than \$500,000 annually.

In speaking of the duty of the board to investigate all complaints regarding the care of the poor of the state and at least once each year to make careful investigation of the poorhouses he told deplorable conditions in such an institution in Washington county and of information reaching the board of a considerable number of dependent, neglected, delinquent, and in many instances even physically and mentally defective children and said that measures were taken to cope with the situation. He said that hundreds of cases had been reported where children were living under conditions and circumstances so degrading, so immoral, so unsanitary as to seriously affect their future welfare.

In this connection he told of a case which was investigated February 14, last, nine children being brought into court. Five of them were without shoes and stockings and all were without underclothing. One boy, 12 years of age, had pieces of carpet tied about his legs in place of trousers and a little girl had crawled under a box stove and fallen asleep and her back had become blistered before she was aroused; the legs of another girl of seven or eight had been frozen so many times that the capillary circulation had burst in many places; conditions about the home were filthy.

Then he told of the boy who had been taken by the board after being abandoned by his father, of the improvement that had been shown, and said that he would graduate this spring from the Vail Agricultural school and that the board had \$150 in the savings bank to his credit.

AMERICAN LEGION AT BURLINGTON

Burlington post of the American Legion has been tentatively formed at Burlington and it is expected that a permanent organization will be effected at a meeting on June 18. This will correspond to the G. A. R. posts.

NO STREET FAIR SAYS BURLINGTON MAYOR

Mayor J. Holmes Jackson sent three vetoes to the Burlington board of aldermen last Tuesday night, one other on a proposed street fair of the C. O. F. and the third on a short term notes for the park commission, on the so-called milk ordinances and

Wishing Is Not Willing.
The power of the human will has been discredited because we have so often substituted mere wishing for determined willing. A desire is one thing, and a decree is quite another in the matter of self-government.

thing, however, which I must emphasize, and which gives me special cause for pride—Remember that all the construction work of which I have spoken and may speak of hereafter was accomplished by or under the supervision of the engineers.

Here I must conclude this installment. More to follow on the rest of the trip. Worlds of love.

DONALD.

ONE OF VERMONT'S OLDEST HOUSES

Interesting Dispute Over First Dwelling in Green Mountain State

The first settlement in the state of Vermont is claimed to have been at the site of Fort Dummer in the town of Brattleboro, about one mile south of the present village, in 1724, says the Brattleboro letter in the Springfield Sunday Republican. The claim, however, has been disputed by able writers in the north part of the state who say that the first settlement was in Isle La Motte in the county of Grand Isle. However it may be certain it is that the first settlement in the town of Brattleboro and in southern Vermont was at the place first mentioned. It is a fact not generally known that the first settlement in Brattleboro outside the limits of Fort Dummer were made on property now owned by the Brattleboro Retreat. In 1757 Benjamin Moore erected a dwelling on the present site of the Retreat farm house. Soon after its erection he was killed by Indians and his wife and children carried captive to Canada.

Five years later John Arms of Deerfield who later became one of Brattleboro's leading and most influential citizens and who was Brattleboro's first postmaster, established a tavern on the same site which became one of the most famous hostleries in southern Vermont. Col. Ethan Allen when he came to this part of the state to inform the inhabitants of Brattleboro and Guilford which were strong Tory towns, that "unless they peaceably submitted to the authority of Vermont that their territory would be made as desolate as Sodom and Gomorrah," made Coy Arm's tavern his headquarters, and later Gen. John Stark was a guest of the house just before the battle of Bennington. Maj. Arms was killed by a kick of a horse in 1770, and widow and son continued the business for several years afterwards. When repairs were being made on the farm house some 20 years ago several relics were dug up included in which was a broken rusty sword consisting of hilt and 18 inches of blade all of which was hand made, and an old fashioned iron door knocker.

The second settlement in this part of the town was in 1762 by Samuel Wells who also came from Deerfield and later became both colonel and judge. He at first built a log house west of what is now known as Linden Lodge and about 10 years later built a substantial and commodious three-story house which now forms the front part of Linden Lodge, one room of which at the present time show the massive timbers and their original design. Much care evidently was taken to protect against outside invasion. Although Linden Lodge has been remodeled several times undoubtedly it can claim to be in part the oldest house now standing and in use in the town of Brattleboro. Linden Lodge was widely known at one time as the former location of Burnside military academy and at present is a charming home for voluntary patients of the Brattleboro Retreat. It is located near a ravine in which is found what is known far and wide as the "Cold Spring." The approach to this spring is faced with cobble and the retaining wall of the walk leading to the steps is of immense boulders. A few years ago the flow of water was much diminished and extensive excavations were made and it was found that the subsoil was composed entirely of quicksand to a depth of five feet. This was all removed down to a bed of rock and disclosed the fact that the water gushed forth from the extensive ledge concealed in the embankment rising above the spring.

During the days of the old watercure establishment in Brattleboro certain patients were required to visit this spring before breakfast each morning and drink liberally of the cool, sparkling water which was then as now, strongly impregnated with iron. Dr. Kane, the celebrated Arctic explorer, was at one time a patient of the watercure establishment and was enthusiastic in his praise of the spring and declared that in all his travels he had never found such wonderful, invigorating water. The white pine tree under which Dr. Kane used to spend much of his time during his stay in Brattleboro, is located about one-half mile westerly of the cold spring. Here he built rustic seats and carved his name and owing to these circumstances the tree is known as the Kane pine. Branches of the tree were in earlier years sent to the New York historical society as mementoes of the doctor's visit to Brattleboro.

Many other dwellings have since been built on the Retreat grounds but none possess so much historical value as do the ones previously mentioned. It is a source of much regret that the Connecticut river dam built at Vernon has caused the flooding of what for so many years has been known as the Asylum or Retreat meadow. This formerly consisted of 150 acres of the choicest tillage land in this vicinity.

Since the removal of many of the

V. V. M. DEMOBILIZED

Object of This Organization Having Been Accomplished It Is Now Discharged

STATE OF VERMONT
The Adjutant General's Office
General Orders No. 10.

1. The purpose for which the First Regiment Vermont Volunteer Militia was organized having been accomplished and the State of Vermont having been authorized by the Federal government to organize, at once, a Battalion of Infantry and a Machine Gun company of the National Guard, the demobilization of this Regiment is hereby ordered to take effect on Friday, June 20, 1919.

2. The following commissioned officers of the First Regiment, Vermont Volunteer Militia are hereby honorably discharged as of June 20, 1919:

Col. Preston H. Hadley, Lieut. Col. Aaron H. Grout, Major Geo. H. V. Allen, Major Frank P. Johnson, Major Henry W. Ellis, Captain Ellsworth J. Piper, Captain George W. Grady, Captain George B. Walton, Lieut. George F. Root, Lieut. Phelps N. Sweet, Lieut. Benj. W. Johnson, Captain Raymond W. Paine.

First Lieutenants—Frank L. Carr, Walter F. Burbank, George B. Hopkins, Henry G. Holmes, Charles H. Anderson, Herbert T. Kelley, Ralph B. Denny, Harry E. Pike, Frank R. Wright, Thomas W. Ray, Ernest T. Griswold.

Second Lieutenants—J. Milton Slack, Charles W. Buckley, Edmond C. Dolles, Charles R. Cheney, James S. Wood, John L. Jones, Carroll E. Jenkins, Elroy R. Woods, Elmore R. Smith.

4. The Company Commanders and the Commander of the Hospital Corps will be discharged upon settlement of their property accounts.

5. Details of disposition of all property in the hands of company commanders and future care, or releasing, of Armories under their charge will be taken up by letter direct with each Commanding Officer.

6. The State of Vermont desires to express to the officers and men of this command the appreciation of the whole people of the state for the splendid, loyal and efficient service which you have performed during the past two years. This Regiment was composed largely of men who, for various reasons, were debarred from a more active part in the military service of the country, but who were nevertheless anxious to aid in some way in maintaining an adequate protection to home industries, volunteered for this work, and have given freely of their time and efforts to maintain an efficient military force. Its ranks have contained as privates many of the leading business and professional men of the state who had no other desire than to faithfully serve their state in an emergency. To a few it has been a valuable training school before entering the Federal army camps.

Since this Regiment was organized in June 1917 it has always been looked upon as an efficient force and instantly ready for any emergency that might arise. It has never been called upon to perform any serious work, but the moral effect of such a force within our borders has been of vital importance.

Every man who has served in its ranks during the past two years can always remember with pride his part in maintaining this Regiment. To the officers, especially the company commanders, is due the thanks of the state for their untiring efforts, giving freely and willingly of their time and energy with no compensation except what comes from a duty well done.

By command of Governor Clement,
HERBERT T. JOHNSON,
The Adjutant General
(Official)

MORE VERMONT BOYS WOUNDED

War department casualty lists contain the following Vermont names: Wounded (degree undetermined), Private Nelson C. Dukett, Plainfield; wounded slightly, Private Llewellyn Hughes, Poultney.

LETTER CARRIERS ASSOCIATION MEETS

A meeting of the executive board of the Vermont Rural Letter Carriers' association was held at Barton, May 30, and a program was arranged for the annual convention and outing of the association at Barton August 13-14.

We Are At Your Service!

state insane patients to Waterbury, more attention has been paid to private patients at the Retreat, and today while there are a considerable number of the state patients a large proportion of the patronage there is made up of private individuals.

U. S. MARTIN BOMBER

Air Plane Selected for Transcontinental by Captain Roy N. Francis for Stability

The U. S. Martin Bomber is the airplane selected by Captain Roy N. Francis to attempt the one-stop transcontinental flight because of special suitability. The airplane was originally designed for military purposes as a day or night bombing plane or long distance photography.

The power is supplied by two Liberty motors of 400 H. P. each, mounted in the wing gap on each side of the body. The body is well designed and commodious. At the nose is the cockpit for the front gunner. The front gunner has access to a passage through which he can go up to handle the rear lower gun or sit beside the pilot on a folding seat. The pilot is placed on the right hand side of the body and well up, so that his range of vision is the best possible. He is provided with a wheel-type control and has a splendid view of the instrument board. Behind the pilot are the three main gasoline tanks. To the rear is a mounting for the lower gun, which commands a large field of fire to the rear, below and to both sides.

The wing structure is very light. The designer was particular to observe the principles of stream lines, rigidity and strength. The total wing and control area is 1355 square feet. The span of the upper and lower wings is 71 ft. 5 in.; depth of each wing is 7 ft. 10 in. gap between the wings is 8 ft. The length over-all is 46 ft.; height over-all 14 ft. 7 in.

The under-carriage is composed of four 800x150mm wheels. They are hung on the usual rubber suspension but have a great deal of freedom not only vertically but the other two directions. At lateral forces are taken up by center trussing under the bottom outside struts are free to laterally, and hence only absorb vertical component of the shock. A single wheel and control is provided for the cockpit. There are four engines for the maintenance of stability. The tail services steel and wood construction. The engine is one piece and with 1600 area and ease of operation forms a positive control to be upon in any emergency.

Advanced rudders working in system permit the pilot to control direction under any condition. In fact, when flying with engine dead, the amount of necessary to correct the off-force of the other engine is insignificantly small. Three sturdy tanks, mounted securely inside body contain the main supply of fuel. This airplane is particularly adaptable to the requirements. aeronomics for passenger, express service, coast, border patrol. This adaptation not involve any important change for the same machine, less than 100 lbs. of weight, is immediately available for the carrying of 10 of mail or of 12 passengers at 100 miles per hour. Requirements of safety so important in our transport are especially fulfilled by this machine, because it can fly and climb on one engine.

Best Method of Rising.
Some trust to luck—some rely on influence—some expect to get pro without self-assertion—but the vying rise upon the wings of Herbert Knuffman.



No time like the present.

Yes, we have you size in several models and dozens smart patterns.

We can fit you perfectly in just the suit you want, in a few minutes.

The prices range from \$15 to \$45 with some specially good suits at \$30.

Yes, indeed—the new silk shirts are here, also the right kinds of athletic underwear. Staw hats—all the new shapes and braids. Shoes for all the family

ASSELIN BROS.
The Spot
CLOTHING and SHOES